

7 May 2000

Flying

CAP FLIGHT MANAGEMENT

This supplement to Civil Air Patrol Regulation 60-1 (dated 1 August 98 (including Change 2, 15 Jul 99) prescribes additional responsibilities of all Civil Air Patrol (CAP) personnel within the Pacific Region as applicable to the control and management of CAP flying programs, aircraft and aircrews. CAP's emergency services missions exact a heavy burden on our limited volunteer and corporate resources; and while these missions are often critically important, the safety of our aircrews is paramount. Accordingly, the objective of this supplement is to establish additional requirements to insure aircrew safety, which will not be compromised in the interest of mission accomplishment. The changes and additions prescribed herein are regulatory in nature and are therefore mandatory for all units within the Pacific Region. Should any conflict between approved Wing Supplements and this supplement arise, this supplement shall take precedence (see para. 1-3.b). Suggestions for modification and improvement of the CAP flight management program within the Pacific Region should be forwarded through the chain of command to Pacific Region Headquarters, PCR/DO.

NOTE: The following Table of Contents indicates (a) the title and number of the chapter and paragraph in CAPR 60-1 which is amended, and (b) whether such amendment is a replacement for an existing paragraph (annotated as a "Change") or is an additional paragraph (or paragraphs) within a given chapter/section (annotated as an "Addition"). In the event of an Addition, the appropriate new paragraph number(s) will be noted.

	Paragraph	Type Change
Chapter 1 – General Information		
Supplements and/or Operating Instructions	1-3.b	Change
Chapter 2 – General Operating Rules		
Over-water Flights	2-1.i	Change
Survival Equipment	2-1.o	Addition
CAP Membership Cards and Uniforms	2-10	Change
Occupants Per Rated HP in Powered Aircraft	2-18	Addition
Inter-Flying	3-4.e	Addition
CAP Form 5 Flight Checks	3-5.i	Addition
Proficiency Requirements for CAP Pilots	3-8	Change
Flight Release Officer Responsibilities and Procedures	5-5.b	Change
Flight Release Officer Responsibilities and Procedures	5-5.c	Change
Summary of Changes		Signature Page
Attachments to this Supplement:		
1. PACRF 115, dated 7 May 2000, Tactical Resource Management		Page A1
2. List of Suggested Anti-exposure Suits		Page A2

Chapter 1

GENERAL INFORMATION

1-3. Supplements and/or Operating Instructions

b. Proposed wing supplements, OIs, or changes thereto, either to CAPR 60-1 or to PACR Supplement to CAPR 60-1, dated 7 May 2000, shall be submitted to Pacific Region Headquarters, PCR/DO, for review and approval prior to submission to National Headquarters (NHQ). Approved changes will then be forwarded in a

timely fashion to NHQ, CAP/DO, for their approval prior to distribution. If CAPR 60-1 and/or any Pacific Region supplements thereto affect a currently approved supplement or OI, the affected supplement or OI shall be updated and submitted for approval within 6 (six) months after the effective date of either CAPR 60-1 or the appropriate supplement.

Chapter 2**GENERAL OPERATING RULES****2-1.i Over-Water Flights.**

(1) All occupants of a single-engine aircraft are required to wear an anti-exposure suit equivalent to the types listed in Attachment 2 of this supplement when flying over water that is less than 60 degrees Fahrenheit and when such flights exceed a distance from shore that would permit a forced landing on land.

(2) All occupants of a multi-engine aircraft are required to wear an anti-exposure suit equivalent to the types listed in Attachment 2 of this supplement when flying over water that is less than 60 degrees Fahrenheit and when such flights exceed 25 nautical miles from the nearest land mass where no adequate forced landing sites are available.

(3) Wing commanders who routinely conduct over-water operations within their wings may waive the requirements specified in paragraphs 2-1.i(1) or (2) regarding the wear of anti-exposure suits if either requirement would impose an unnecessary burden, compromise safety, or have an adverse effect on the wing's mission readiness and/or capabilities.

(4) Flights over water with water temperatures warmer than 60 degrees Fahrenheit are permissible in single-engine aircraft without consideration for wearing anti-exposure suits when flown within the 25-mile limitation specified in paragraph 2-5.a. On aircraft used for such flights (except short durations such as takeoff, approach, and landing) each occupant will wear an individual flotation life vest. The aircraft will also contain inflatable rafts of sufficient number and size to accommodate all occupants and at least one pyrotechnic signaling device.

(5) **Responsibilities.** Wing commanders shall establish "flight following" procedures for over-water missions that will help confirm aircraft position and the status of each over-water flight at least every 30 minutes or as soon as practicable given local terrain and communication restrictions. This requirement for "Ops Normal" communication is intended to insure timely activation of SAR forces in the event of a CAP aircraft mishap.

2-1.o. Survival Equipment. Wing commanders shall establish recommended survival equipment lists and oxygen requirements for their respective Wings taking into consideration seasonal requirements and the terrain over which CAP missions are typically conducted. Pacific Region's general guidance is that in the event of a forced landing or ditching, all occupants will have sufficient supplies available to them to insure that they will be protected from excessive exposure and able to sustain themselves until such time as they are rescued. A recom-

mended list should include drinking water, specialized first aid, survival and signaling equipment in greater quantities than specified in CAPR 60-1.

2-10. CAP Membership Cards and Uniforms. All CAP members shall wear an appropriate CAP uniform and carry a current CAP membership card when participating in CAP flight activities. PACR recommends that the "appropriate CAP uniform" is a Nomex flight suit and full leather boots. Wing commanders may authorize other CAP uniforms as required to accomplish CAP flight operations IAW CAPR 39-1. Nomex gloves are recommended when available. When specified by the requesting agency and authorized by the wing commander, uniforms are not worn on designated counterdrug flights.

2-18. Operating Restrictions. Powered aircraft operations are predicated upon adequate power reserve to operate safely under certain flight conditions. To insure that adequate power is available when necessary, all aircraft (corporate or member-owned) on any CAP mission operated within the Pacific Region shall conform to the following restrictions:

a. All aircraft will be limited to a minimum of 60 horsepower (rated at sea level) per occupant, unless a specific waiver is granted by the wing commander for aircraft with proven performance with less than 60 HP per occupant. For example, a 230 HP Skylane and a 180 HP Skyhawk shall both be limited to a maximum of three occupants. However, flight operations in an airplane such as a Citabria or Piper Cub with more than 1 occupant per 60 HP may be waived by the wing commander.

b. Any waiver granted to the restriction in paragraph 2.18.a by a wing commander

(1) shall be in writing

(2) shall apply only when the density altitude for any given flight is less than 7,000 feet and a terrain clearance of at least 2,000 feet at cruise altitude can be continuously maintained.

c. Individual aircraft weight and balance limitations may restrict the total number of occupants to less than one occupant per 60 HP. Therefore, the "60 HP per occupant" rule shall not be applied to avert or override established weight and balance calculations for any given aircraft operated under this section.

d. No flight should be flown, other than communication relay missions, unless the PIC determines from the aircraft performance charts that a minimum climb rate of 300 FPM at the selected or assigned operating altitude and under the forecasted weather conditions at the time of flight can be sustained.

Chapter 3

PILOT QUALIFICATIONS AND REQUIREMENTS

3-4 e. Pilot-In-Command Requirements. Wings are encouraged to establish procedures allowing corporate aircraft to be operated by fully qualified members of other units. Before a unit commander authorizes flights by qualified personnel from other units, he/she may require an aircraft-specific currency check flight.

3-5.i. No pilot assigned within Pacific Region may receive more than two consecutive Form 5 check rides

from the same check pilot. Wing commanders may waive this requirement on a case by case basis only if it adversely affects CAP mission readiness.

3-8 Proficiency Requirements for CAP Pilots (*The following sentence is added to this paragraph:*) It is recommended that each pilot fly a proficiency flight in each aircraft type in which he/she is qualified at least every 45 days.

Chapter 5**FLIGHT RELEASE OF CAP AIRCRAFT****5-5.b. Tactical Risk Management.**

(1) Effective with this Supplement, all flight personnel within the Pacific Region shall utilize Tactical Risk Management as a tool to aid in determining the level of risk in all CAP missions. Pacific Region Form 115, dated 7 May 2000, will be utilized for this purpose. Wing commanders may modify the form by adding additional items that are specific to the types of missions, topographic considerations and weather conditions within their wing. Any changes to PACR Form 115 must be approved by PCR/DO prior to usage within the wing.

(2) The FRO will accomplish the flight release including the information in Attachment 12 of this regulation and the information contained in PACR Form 115 or the approved wing substitute.

5-5.c. *(Add the following after the first sentence):* FROs shall forward completed PACR TRM worksheets to the respective wing DO each month along with the completed CAPFs 99. Both the TRM form and the Forms 99 shall be retained at wing headquarters for a period of no less than five years.

OFFICIAL

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SUMMARY OF CHANGES: This Supplement provides procedures for submitting changes to CAPR 60-1, 1 August 98 (Change 2) or this supplement. It provides added safety guidance for PACR's unique flight operations, both over water and over hostile terrain. It formalizes the long-standing "60 HP per occupant" policy, yet authorizes the wing commander to waive this requirement under certain circumstances. It mandates wing involvement in unit flight release policies to insure equitable assignment and utilization of federally funded, CAP possessed assets. It also establishes the use of the Tactical Risk Management Worksheet (PACR Form 115, dated 7 May 2000, or approved wing-level version thereof) into flight release procedures for all CAP flights within the Pacific Region.